

CHURCH MUSIC AND CHOIR SINGING.

(BY A MUSICAL CORRESPONDENT.)

Sir John Stainer, one of the best, if not the very best of authorities on Church Music and Choir Singing, recently read a most valuable, able and interesting paper at the Church Congress at Exeter. The subject was 'Music considered in its effect upon, and connected with, the Worship of the Church.' He divides his subject into two parts—Choir Music, as sung by experts, and the congregational singing of plain-song, chants and hymns: the former used in our Cathedrals and in the College Chapels in the Universities, the latter adapted to Parish Churches. The paper goes on to state that while the Reformation did not check the production of works of higher sacred musical art it exhibited a tendency to throw a larger share of Music-Worship into the hands of the congregation; and also by the great Church revival of 50 years back, Parochial Congregations were encouraged to sing in the plain-song and responses from Hymnals and Gregorian Chant books supplied to them, learning their music from the supplied choir. Then Anthems and elaborate Canticles were introduced, and in some of the Parish Churches almost a form of Cathedral service was attempted; with what result? Half trained or wholly untrained choirs persistently attempted to sing music utterly beyond their powers to the annoyance of the congregation, and it was not to be wondered at that there arose in many parishes a strong desire for simple congregational singing, and the overthrow of the Choir. Sir John Stainer goes on to say that there were other reasons given in many quarters against such choirs. For instance, if a choir sing anything in which the people cannot join, they, the congregation, consider that they are being deprived of a privilege; next the only plea, they say, for allowing a choir to sing an anthem is, that they cannot be kept together unless they have occasional opportunities of showing themselves off. Against both these statements Sir John Stainer protests and adverts to the mischief of this so-called privilege. He then describes somewhat humorously his own personal experience within the last few years in finding himself placed sometimes near to congregational singers in Church singing a 3rd, 5th and 6th below the soprano in a 'be-in-a-bottle' sort of tone; to silence such a privilege, the man, he suggests, ought to be hauled up before the Magistrate for bawling in Church.

Sir John Stainer advocates congregational rehearsals once on a week-day evening, and at these rehearsals one of the clergy should attend and might deliver a short address on the words of the Anthem to be sung on the following Sunday, which would tend to attract more interest in the singing of the music to the text.

But, says the lecturer, should a Choir be given up? Certainly not. The only reason for not having a choir is the inability to pay for it. The paper then treats of the Anthem as the peculiar and special growth of our English Church, deserving encouragement and cultivation, and should be held to be a short sermon to the hearers and a beautiful offering to God. Then comes the Office of Holy Communion, beautiful as it is with the music of the Holy Eucharist. The paper concludes in the following words: 'It is, I think, in these days the duty of all of us, especially of the clergy, to make congregations understand the spiritual benefit, the real edification of listening to music, and of meditating in silence. What a great teacher is this silence! Is it not the most searching introspector of the soul, tearing down sham pretences and exposing real motives? But silence can do more than probe us to the quick; it can lead us wings to soar above earthly things; it can help us to mount higher and higher on the rising waves of sacred song; until we feel lost in a foretaste of that future home where angelic music will more adequately hymn the praises of Divine love.'

REUTERS' TELEGRAMS.

(Supplied to THE 'CHINA MAIL'.)

(Via Southern Line.)

LONDON, January 28, 1895.

THE ORIGIN IN FRANCE.

M. Bourgeois is again making an attempt to form a Ministry.

ITALY.

The Italian Chamber is closed and a dissolution is imminent.

THE JAPANESE ADVANCE ON WEI-HAI-WEI.

Wei-hai-wei is completely isolated; the Japanese are expected to make their attack immediately.

STRIKE RIOTS IN THE UNITED STATES.

Strike riots have occurred at Brooklyn; seven thousand troops have been called out, and conflicts have taken place.

LABOUR AND Bimetallism.

The Textile Factory Workers' Society has voted a sum of £500 to the Bimetallism League. This is remarkable, as the first instance of a labour body subscribing to a public movement.

HONGKONG SHARE MARKET.

Messrs Charter and Vernon, in their share report for to-day's mail, say:—With the exception of Hongkong and Shanghai Banks, which have continued in good demand, the market has ruled dull and we have nothing of importance to report. The tone, however, continues firm and rates in many cases show further improvement. Banks.—Hongkong and Shanghai.—A fair number of shares have changed hands at 127, 130, 133, and 137 per cent. Bank of China rose rapidly and holders showed no eagerness to part. The rise is attributable to the remarkable earnings of the institution for the half-year ending 31st December last. At the last directors' meeting a dividend of 25s. was recommended by the directors, subject to audit, and a sum of \$600,000 to be placed to reserve fund. The profit to be divided was about \$1,800,000, including the balance carried forward from the previous six months. Market closes steady. We have nothing to report in other Bank stock. Marine Insurance.—Small sales of China Traders at \$50, and of Unions at \$120 is all we have to report. Fire Insurance.—Have ruled dull with little or no business. Shipping.—Hongkong, Canton, and Manchu have changed hands at \$23, and Douglas at \$25 in small lots. Other Shipping stocks are neglected. Refineries.—Chinas have changed hands at \$154, but more shares are obtainable at the rate. Luzon continues out of favour at quotation. Mining.—Panama.—After sales at \$1 and \$84, the market rose to \$61 with sales and close firm at that rate. Bismarck have changed hands at \$2.70 and \$2.80, and are wanted at the latter rate. We have no other business to report in Mining stocks. Miscellaneous.—Hongkong and Whampoa Dock Co. shares have been in some demand, finding buyers at \$2, 83, and 84 per cent. Prime Lands have ruled steady with sales at \$53 cum div. A. S. Watsons are engaged for at \$9.75, and have changed hands at \$80.

UNION CHURCH SUNDAY SCHOOL.

ANNUAL TEA AND DISTRIBUTION OF PRIZES.

Last night, the children attending the Union Church Sunday School were entertained to tea at the Church. About ninety children sat down to tea, and judging from the happiness that shone forth from each child's face and the amount of juvenile eloquence that filled the air, all the youngsters, apparently, thoroughly enjoyed themselves and were at peace with the world.

After tea, the children entertained each other with songs and recitations. The programme was a fairly long one, but no time was lost and the interest in each item was well sustained. The singing of three quartettes was extremely good and spoke well for the vocal training of the children. Fifteen minutes are devoted to singing practice every Sunday, and it is evident, taking Tuesday night's performance as a criterion, that the time is not wasted. The item which created most enthusiasm was the violin and piano duet, performed by Misses Mabel Germain and Maud Parker, and in this single instance the Chairman, the Rev. G. J. Williams, was obliged to allow a recall. The other children who contributed to the evening's enjoyment were Misses E. Plinston, E. Brown, H. Moore, E. Moore, K. Young, Gertrude Ruston, E. Acker, M. Newberry, and B. Fritchie; and Masters E. Hayward, C. Hayward, S. Moore, R. Boyan, S. Gidley, R. Whitely, C. Plinston, J. Wittichell, and E. Newberry.

An appropriate and brief address was delivered by the Chairman, and in the course

THE CHINA-JAPAN WAR.

(Special to THE 'CHINA MAIL'.)

WAR NEWS.

Shanghai, January 23, 2.07 p.m.

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FOOD IN THE JAPANESE ARMY.

(From our War Special.)

Fighting is by no means the whole of war, nor is it necessarily even the principal part. The war is decided by the comparative weight, training, and preservation of the combatants, sometimes in spite of superior strategy, or rather in spite of more strategy without economic science. The Cathartian generals were from first to last able than the Roman, but were little more than generals. William of Orange, in his life-long war against Louis XIV. Grand Monarque, was incidentally defeated in most of his fights, but he won the game. What decides the result is not the few hours of killing; it is the many months and years of care, of precise attention to thousands of tedious details—the development of physique and spirit, their maintenance at a high standard through a wearing campaign, often without any of the stimulus of fight. In this light it may almost be said that Europe has been at war for twenty years now; not fighting, but doing far more important competitive work. The mere bloodshed, the mere removal of a few thousand lives from among many millions, is about; but all the rest of warfare is present, and the effects are greater and more harmful than in the Middle Ages.

One of the most important factors in the deciding of a war is the feeding of the soldiers. From the days of the crusades, down to the time of Napoleon's retreat from Moscow, and the privations of the allied armies in the Crimea, this has been more and more fully realized, until now it is recognized as its proper value. The Japanese understand it as well as they do all the lessons they have learnt so completely from the West; and the Chinese half-heartedly admit it, as they do most of the other teachings, but fail to make anything like an honest or effective attempt to use it for their own advantage. So it results that in pitched battles between Chinese and Japanese soldiers, the former are bigger, and should be stronger man for man, but are not maintained in good condition nor kept on what may be called 'fighting diet.' Asiatics are far more vegetarian in their habits than most Europeans, but whether it is merely the effect of fancy, or whatever may be the reason, the fact remains that animal food produces better results. So the Japanese commissariat gives great attention to the supply of beef, mostly preserved, for the soldiers and sailors. Rice, of course, is the national staple, but rice alone is insufficient. Moreover, it is less convenient for transport and use in the field than biscuits. Efforts have been made to accustom the soldiers to eat biscuits, and abundant supplies of 'hardtack' are carried with the army; but for the present rice is the main item. The rice is carried in strong bags of about a bushel each, and the camp kitchen has large tubs for washing the rice—it is always washed in three waters before Japanese, even of the poorest class, will eat it. Huge iron-pans, three feet in diameter, are used for boiling it, and it is then served out to the various messes in smaller tubs. Each man has his own rice-bowl; some are plain wooden hemispherical cups three or four inches in diameter, some are oblong or oval tins, many exactly the size and shape of field-glass cases; while there are also small cork-woven wicker baskets, nine inches by three by two deep, fitting into each other like the cover fits on a pill-box. The rice is served hot and fresh when possible, but each man has to carry two or sometimes four days' rations, and often has to eat his rice cold and stale. On a march it is impossible always to prevent a little dust and dirt, scraps of straw, etc., getting into the rice, and the slightest suggestion of anything like that troubles the cleanly Japanese greatly. This is one more argument in favour of biscuits.

As to the beef, it is usually served plain from the tin, cold. Large quantities of American beef are used, in the ordinary two-pound cans, but the meat supplied to the rank and file is of Japanese origin, in round tins of about half a pound each. In addition, there are considerable cargoes of other Japanese tinned food—fish of various kinds, and vegetables; but the commonest of all is daiko, dried cuttlefish, in leathery strips carried in bundles. Usually the men have about five or ten per cent. of these other foods with their rice.

In addition to what the army carries, of course the resources of the country invaded are turned to the best account possible. So far there have been plenty of corns, wheat, maize, beans, millet, barley, etc.; a fair amount of vegetables, mostly cabbage, turnips, and small quantities of others. The supply of fresh meat has been exceedingly small—not by any means enough to reach the rank and file. In the mountains where the First Army is operating there has been practically nothing at all. Further on, by Newchwang and towards Shanhaiwan, there should be abundance of everything, and equally in Shantung.

For drinking there is little but water, and that usually neither good nor plentiful.

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(From our War Special.)

Fighting is by no means the whole of war, nor is it necessarily even the principal part. The war is decided by the comparative weight, training, and preservation of the combatants, sometimes in spite of superior strategy, or rather in spite of more strategy without economic science. The Cathartian generals were from first to last able than the Roman, but were little more than generals. William of Orange, in his life-long war against Louis XIV. Grand Monarque, was incidentally defeated in most of his fights, but he won the game. What decides the result is not the few hours of killing; it is the many months and years of care, of precise attention to thousands of tedious details—the development of physique and spirit, their maintenance at a high standard through a wearing campaign, often without any of the stimulus of fight. In this light it may almost be said that Europe has been at war for twenty years now; not fighting, but doing far more important competitive work. The mere bloodshed, the mere removal of a few thousand lives from among many millions, is about; but all the rest of warfare is present, and the effects are greater and more harmful than in the Middle Ages.

One of the most important factors in the deciding of a war is the feeding of the soldiers. From the days of the crusades, down to the time of Napoleon's retreat from Moscow, and the privations of the allied armies in the Crimea, this has been more and more fully realized, until now it is recognized as its proper value. The Japanese understand it as well as they do all the lessons they have learnt so completely from the West; and the Chinese half-heartedly admit it, as they do most of the other teachings, but fail to make anything like an honest or effective attempt to use it for their own advantage. So it results that in pitched battles between Chinese and Japanese soldiers, the former are bigger, and should be stronger man for man, but are not maintained in good condition nor kept on what may be called 'fighting diet.' Asiatics are far more vegetarian in their habits than most Europeans, but whether it is merely the effect of fancy, or whatever may be the reason, the fact remains that animal food produces better results. So the Japanese commissariat gives great attention to the supply of beef, mostly preserved, for the soldiers and sailors. Rice, of course, is the national staple, but rice alone is insufficient. Moreover, it is less convenient for transport and use in the field than biscuits. Efforts have been made to accustom the soldiers to eat biscuits, and abundant supplies of 'hardtack' are carried with the army; but for the present rice is the main item. The rice is carried in strong bags of about a bushel each, and the camp kitchen has large tubs for washing the rice—it is always washed in three waters before Japanese, even of the poorest class, will eat it. Huge iron-pans, three feet in diameter, are used for boiling it, and it is then served out to the various messes in smaller tubs. Each man has his own rice-bowl; some are plain wooden hemispherical cups three or four inches in diameter, some are oblong or oval tins, many exactly the size and shape of field-glass cases; while there are also small cork-woven wicker baskets, nine inches by three by two deep, fitting into each other like the cover fits on a pill-box. The rice is served hot and fresh when possible, but each man has to carry two or sometimes four days' rations, and often has to eat his rice cold and stale. On a march it is impossible always to prevent a little dust and dirt, scraps of straw, etc., getting into the rice, and the slightest suggestion of anything like that troubles the cleanly Japanese greatly. This is one more argument in favour of biscuits.

As to the beef, it is usually served plain from the tin, cold. Large quantities of American beef are used, in the ordinary two-pound cans, but the meat supplied to the rank and file is of Japanese origin, in round tins of about half a pound each. In addition, there are considerable cargoes of other Japanese tinned food—fish of various kinds, and vegetables; but the commonest of all is daiko, dried cuttlefish, in leathery strips carried in bundles. Usually the men have about five or ten per cent. of these other foods with their rice.

In addition to what the army carries, of course the resources of the country invaded are turned to the best account possible. So far there have been plenty of corns, wheat, maize, beans, millet, barley, etc.; a fair amount of vegetables, mostly cabbage, turnips, and small quantities of others. The supply of fresh meat has been exceedingly small—not by any means enough to reach the rank and file. In the mountains where the First Army is operating there has been practically nothing at all. Further on, by Newchwang and towards Shanhaiwan, there should be abundance of everything, and equally in Shantung.

For drinking there is little but water, and that usually neither good nor plentiful.

THE WAR AND SILVER.

Most people engaged in Eastern business are puzzled to discover the true cause of the late decline in silver and Eastern exchanges, but I am strongly of opinion that the real cause is owing to the unusually large remittances made by Japan since the war broke out towards the end of June last, and I have it from a high authority that the aggregate amount remitted by Japan alone for war material, purchase of steamers—over 50 in number—biring of transports, tinned and other stores from America, &c., will reach a total of fully £3,000,000, whilst China must ere this have spent quite half a million sterling, mainly on war material, so far, it is said, she has purchased neither steamers nor ironclads since hostilities began. Our Eastern exchanges, therefore, have had to absorb during the past four months close on £3,500,000 of remittances from the East, which act on the market in a similar manner to which an abnormal addition of silver or Council drafts would have done to the same amount if thrown on the market. I therefore cannot help thinking that when the China-Japan war is over we may see a marked reaction, because not only will such remittances cease, but the probabilities are that, should Japan receive an indemnity of, say, 20 millions sterling, it is reasonable to suppose that half of this amount will be withdrawn to Japan and tend to relieve the present strain on our Eastern exchanges, and may possibly cause a moderate advance in the silver market hereafter. Should the amount of the indemnity be anything like £40,000,000—the figure now named by Japan—the strengthening effect on Eastern exchanges will be very marked for some time to come, as any one familiar with our Eastern trade will readily admit. My own opinion, if worth anything, is that the latter figure is beyond the capacity of China, and that Japan will be very fortunate if she gets £20,000,000 to £25,000,000, with the island of Formosa.

The Japanese have avowed their intention of insisting on the opening up of the whole of China to foreign trade and to inland or riverine steam traffic—that is, that such rivers as the Yangtze, Chukiang, Min, &c., as well as inland lakes, will be free to steamers, large and small, I need hardly say that if they succeed in their object the general trade of China will increase by leaps and bounds. Indeed, it is reasonable to forecast that with the abolition of mandarin dues, Lee Kin dues, barrier dues, and the heavy export dues, combined with the opening up of the country to steamers and railways, that within six or eight years the general trade of the vast country might be double what it is to-day. It is hardly necessary to point out that, should such a change for the better take place, no country would profit more in the long run than Great Britain, and if China is to be opened up to trade, mandarinism must be abolished and crushed.

It is clear that the contemplated opening up of China, &c., will very much tend to increase her customs-revenue, and so improve her credit abroad; but, even with her present free customs revenue of, say, close on £3,000,000 per annum, she could after peace be declared easily float £20,000,000 at 5 per cent. on a gold basis.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Jan. 25, at daylight.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 27, at daylight.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Mar. 29, at daylight.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, 26th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, January 9, 1895.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... WEDNESDAY, Feb. 6, at daylight.

China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 20, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Mar. 3, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 6th February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, in addition to the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Bright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, January 10, 1895.

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 31st January, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 23rd FEBRUARY, 1895.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. R. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 17, 1895.

130

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Darmstadt..... Monday February 4.

Prinz Heinrich..... Monday March 4.

Bayern..... Monday April 1.

Freussen..... Monday April 23.

ON MONDAY, the 4th day of February, 1895, at 3 p.m., the Company's Steamship DARMSTADT, Captain ERENICH, with MAILED PASSENGERS, SPEOPLE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 2nd February, Cargo and Specie will be received on board until Noon, on MONDAY, the 4th February, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 3rd February. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, January 14, 1895.

101

Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from Santal Midy's, is the purest of the Indian Bazar, is superior to Copal, Cubeb, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name SANTAL-MIDY in black letters, without which none are genuine.

SANTAL-MIDY BOTTLES of Imitations. All other Capsules or mixtures contain impurities, ruins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all medical and medicine dealers throughout the world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. WATSON & Co., Chemists.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would

materially aid the SENATE of the COLLEGE by forwarding to the ALUMNI MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JOHN C. THOMSON, Hon. Sec. to the College.

Hongkong, February 25, 1891.

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted from the *China Review*, contains one of the best sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 3s.—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOATTE, Amoy.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., TUBING. REVISED EDITION, REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the

OFFICE of THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH's, And Mr. W. BARNES's.

Price, 50 Cents.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA.....Comdr. O. P. MAXWELL, R.N.R.....WEDNESDAY, 20th Feb.

EMPEROR OF JAPAN.....Comdr. G. A. LEE, R.N.R.....WEDNESDAY, 20th March.

EMPEROR OF CHINA.....Comdr. R. A. ROBERTS, R.N.R.....WEDNESDAY, 10th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Bales of Passage, etc., apply to D. E. BROWN, General Agent, PRINCE STREET, 163

Hongkong, January 23, 1895.

SHARE LIST—QUOTATIONS.—JANUARY 23, 1895.

Stocks.

Hongkong and Shanghai Bank Co. 80,000 \$ 125 all 125 % prem.

New Loan..... 100,000 \$ 100 all 100 % prem.

Bank of China, Japan and Straits, Ltd. 99,875 \$ 100 all 100 % prem.

Bank of China, Ltd. 100,000 \$ 100 all 100 % prem.

National Bank of China, Limited..... 100,000 \$ 100 all 100 % prem.

MAINE INSURANCE CO., Ltd. 10,000 \$ 25 1/2 100 % prem.

Union Insurance Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

North China Insurance Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

Strait Insurance Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

Union Insurance Society Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

Union Insurance Association, Ltd. 25,000 \$ 25 1/2 100 % prem.

China Fire Insurance Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

Hongkong Fire Insurance Co., Ltd. 25,000 \$ 25 1/2 100 % prem.

H'kong & Whampoa Dock Co., Ltd. 12,500 \$ 125 all 125 % prem.

China and Manilla S. S. Co., Ltd. 50,000 \$ 50 all 50 % prem.

Douglas Steamship Co., Limited..... 50,000 \$ 50 all 50 % prem.

H.K. & M. Steamship Co., Ltd. 50,000 \$ 50 all 50 % prem.

Indo-China S. S. Co., Ltd. 50,000 \$ 50 all 50 % prem.

China Mutual S. S. Co., Ltd. 50,000 \$ 50 all 50 % prem.

Do. (new issue) 50,000 \$ 50 all 50 % prem.

China Sugar Company, Limited..... 20,000 \$ 100 all 100 % prem.

Luen Sugar Company, Limited..... 7,500 \$ 100 all 100 % prem.

H.K. & Kowloon Wharf & Godown Co., Ltd. 20,000 \$ 50 all 50 % prem.

Wanchai Warehouse and Storage Company, Limited..... 2,500 \$ 100 3/4 100 % prem.

Hongkong Land Investment and Agency Company, Limited..... 10,000 \$ 100 3/4 100 % prem.

Kowloon Land and Building Co., Ltd. 6,000 \$ 50 3/4 100 % prem.

Humphreys' Estate & Finance Co., Ltd. 13,400 \$ 100 3/4 100 % prem.

West Point Building Co., Limited..... 12,500 \$ 50 3/4 100 % prem.

H.K. High-Level Tramways Co., Ltd. 1,250 \$ 100 3/4 100 % prem.

Jolebu Mining & Trading Co., Ltd. 15,000 \$ 100 3/4 100 % prem.

Societe d'Exploitation des Mines de la Nouvelle Calédonie..... 30,000 \$ 100 3/4 100 % prem.

Societe d'Exploitation des Mines de la Nouvelle Calédonie..... 30,000 \$ 100 3/4 100 % prem.

New Balmoral Gold Mining Co., Ltd. 50,000 \$ 100 3/4 100 % prem.

Kaib. East. Gold Mining Co., Ltd. 20,000 \$ 100 3/4 100 % prem.

Societe Francaise des Houilleres de Touraine..... 8,000 \$ 100 3/4 100 % prem.

China-Borneo Company, Ltd. 7,500 \$ 100 3/4 100 % prem.

H. G. Brown & Co., Limited..... 6,000 \$ 100 3/4 100 % prem.

Hongkong Hotel Company, Ltd. 6,000 \$ 100 3/4 100 % prem.

A. S. Watson & Co., Limited..... 50,000 \$ 100 3/4 100 % prem.

Dakin, Crutchfield & Co., Ltd. 50,000 \$ 100 3/4 100 % prem.

H.K. and China Gas Co., Limited..... 30,000 \$ 100 3/4 100 % prem.

Hongkong Electric Co., Limited..... 30,000 \$ 100 3/4 100 % prem.

Green Island Cement Co., Ltd. 20,000 \$ 100 3/4 100 % prem.

Hongkong Brick & Cement Co., Ltd. 4,000 \$ 100 3/4 100 % prem.

Campbell, Moore & Co., Limited..... 1,300 \$ 100 3/4 100 % prem.

Geo. Fenwick & Co., Limited..... 8,000 \$ 100 3/4 100 % prem.

Hongkong Bakery Company, Ltd. 600 \$ 100 3/4 100 % prem.

Hongkong Dairy Farm Co., Ltd. 3,000 \$ 100 3/4 100 % prem.

Hongkong Ice Company, Limited..... 6,000 \$ 100 3/4 100 % prem.

H'kong Rope Manufacturing Co., Ltd. 5,000 \$ 100 3/4 100 % prem.

Founders' shares.

Chinese Imperial 1894..... 707,200 \$ 25 7 1/2 % annu 10 % prem. sales

Hongkong Hotel Mortgage Debentures, 1893..... 400,000 \$ 100 3/4 100 % prem.

A. G. STOKES, Share-broker.

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FOR SALE.

CHINESE SCHOOL-BOOKS:

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TS'IN-TSZ-MAN,

LITERALLY TRANSLATED AND EXPLAINED BY DR. E. J. EITEL.

PRICE: 15 CENTS PER COPY.

CHINA MAIL OFFICE, Hongkong, May 17, 1893.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Cases of

PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, for the Kowloon shore K, and those in the body of the shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Flag.	Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.							
Airline	Brit.	str.	2400	Jan. 20	Gibb, Livingstone & Co.	Sydney	To-morrow
China	Ger.	str.	1240	Jan. 19	Meichers & Co.	Bangkok	To-morrow
Decima	Ger.	str.	968	Jan. 19	Siemens & Co.	Yokohama	To-morrow
Duchess	Ger.	str.	1198	Jan. 21	Siemens & Co.	Manila	To-morrow
Eskdale	Brit.	str.	1928	Jan. 18	Doddwell, Carill & Co.	Swatow	To-morrow
Emerald	Brit.	str.	968	Jan. 19	Shewan & Co.	London	To-morrow
Formosa	Brit.	str.	680	Jan. 22	Douglas Steamship Co.	San Francisco	To-morrow
Formosa	Brit.	str.	2615	Jan. 23	P. & O. S. N. Co.	San Francisco	To-morrow